

ALTERNATE C: Foldover Interchange

- MO 74 will be realigned into the interchange and connect to the roundabout.
- Motorists traveling from US 61 southbound to I-55 southbound will travel through the folded loop ramp and merge onto I-55.
- Motorists traveling from US 61 southbound to I-55 northbound will gain access to the entrance ramp at the Silver Springs roundabout.
- US 61 and Silver Springs intersection will be upgraded to a 2-lane roundabout to improve safety. Access to current arterial routes will remain.
- The existing MO 74 connection under I-55 would be eliminated.

ADVANTAGES:

- Elimination of northbound ramp intersection reduces crash exposure.
- Roundabouts eliminate need for traffic signals and offer safety benefits over traditional intersections.
- Extended merging opportunity for I-55 southbound.
- MO 74 realignment has smaller footprint with improved access to parcels west of I-55.

DISADVANTAGES:

- Less direct access from MO 74 to I-55 northbound.
- Loop ramp offers slower travel speeds and shorter merge opportunity near the intersection prior to the I-55 merge.
- Access from I-55 northbound to MO 74 westbound would require a U-turn at the Silver Springs roundabout.
- Additional bridge needed for I-55 southbound exit ramp.



ALTERNATE D: Minimum Build

- Maintains the existing interchange configuration.
- Replaces the US 61 southbound bridge to MO 74 and I-55.

ADVANTAGES:

- Lowest cost.

DISADVANTAGES:

- Does not address connectivity, safety or congestion issues.



Cape Girardeau, Missouri EXIT 93

PUBLIC MEETING | JULY 27, 2022

ABOUT

The Exit 93 interchange connects southbound traffic on Kingshighway to Interstate 55 or Route 74. The bridge in this location, referred to as a “flyover,” is in poor condition. The flyover was constructed in 1961 and now carries more than 7,000 cars a day. The flyover is in need of replacement soon. In addition to presenting a minimum build alternate for the bridge replacement, MoDOT is examining alternates for reconfiguring the interchange. These alternates include a diverging diamond, dogbone and foldover interchange. Funding is currently available to replace the flyover and complete some capacity improvements. MoDOT will continue to look for additional funding opportunities.

STRATEGIC GOALS FOR PROJECT

- Simplify access and merging movements for motorists traveling from US 61 to I-55 southbound.
- Replace the existing US 61 southbound bridge over I-55.
- Reduce driver confusion at Exit 93A/93B by simplifying connections.
- Improve level of service for all vehicle types over the design year.
- Improve bridge clearance and flooding issues at I-55 and MO 74.

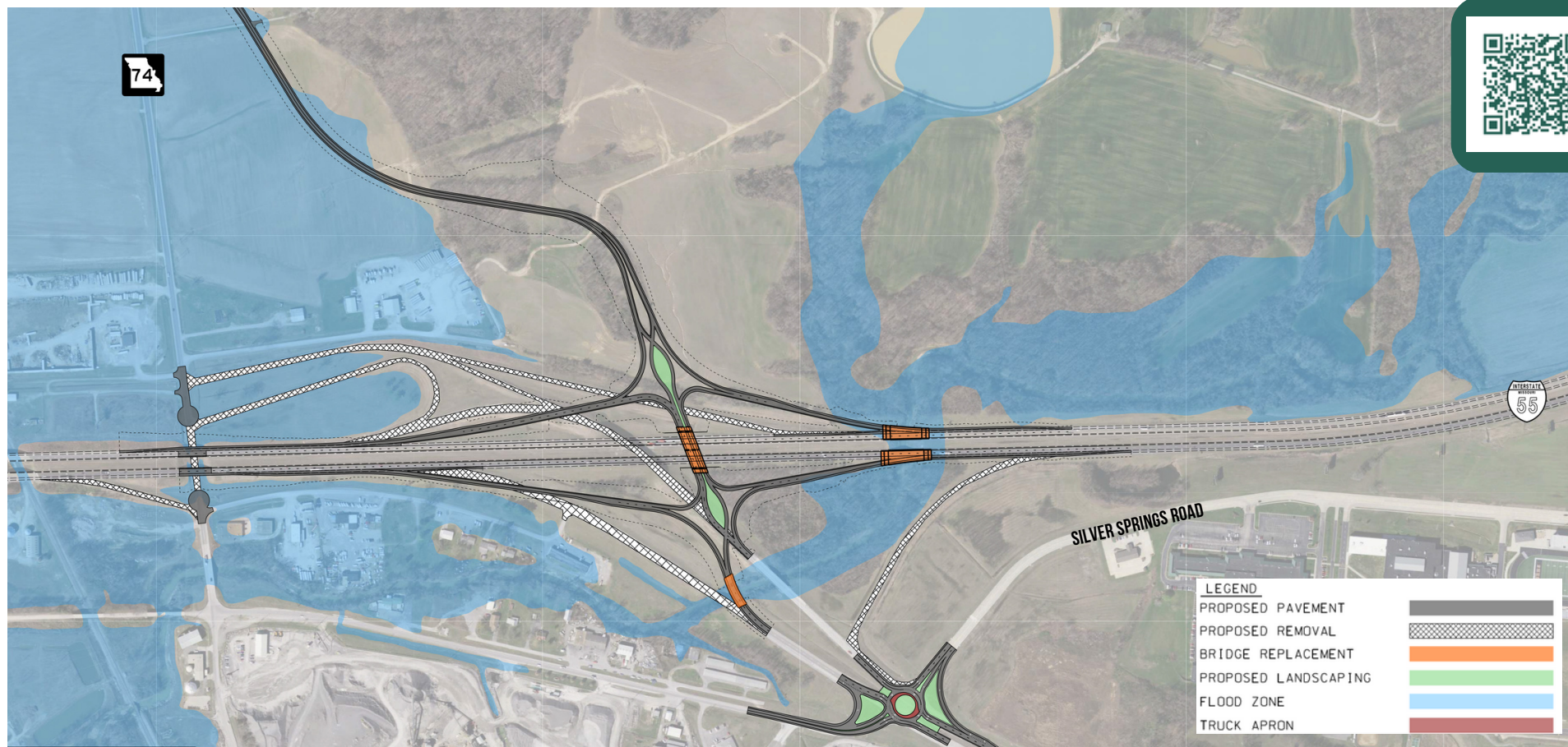
EXPLORING THE ALTERNATES

MoDOT has been working with a consultant to review input from the public meeting held in January 2020 and develop alternates. MoDOT examined multiple factors when developing potential reconfiguration options. For a detailed view of each alternate, please scan the QR code next to each alternate with your smartphone. Additional information is also available at modot.org/exit93.

TENTATIVE TIMELINE

- AUG. 2022** Core Team reviews public input and selects preferred alternate
- JULY 2023** Access Justification Approval
- SEPT. 2023** Preliminary Plans Approval
- OCT. 2023** Public Hearing
- FEB. 2026** Tentative Letting
- APRIL 2026** Notice to Proceed (earliest construction could begin)





ALTERNATE A: Diverging Diamond Interchange

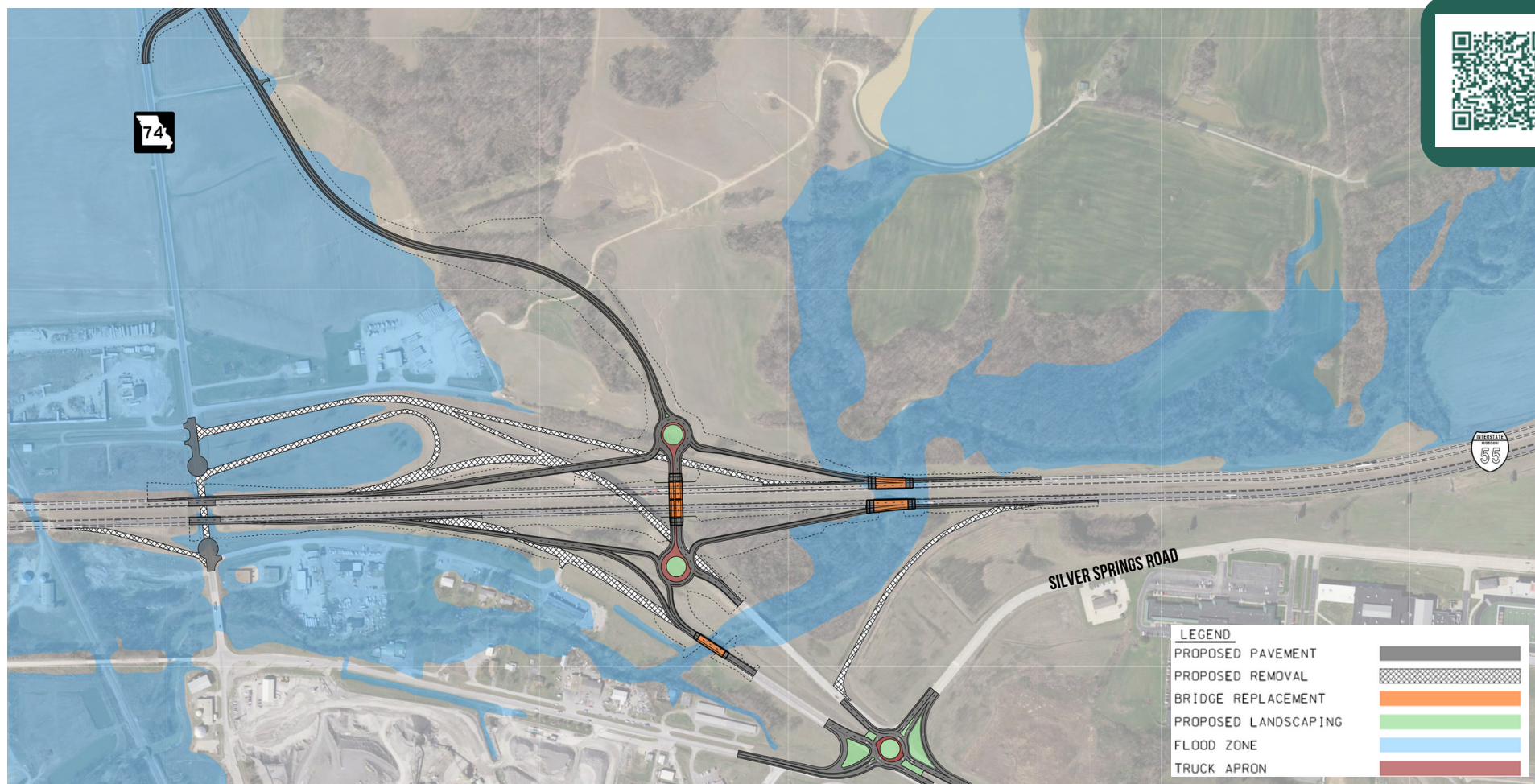
- US 61 southbound movement will be two lanes through the interchange.
- US 61 northbound will be one lane across the bridge.
- MO 74 will be realigned to connect into the west side of the DDI.
- US 61 and Silver Springs intersection will be upgraded to a 2-lane roundabout to improve safety. Access to current arterial routes will remain.
- The existing MO 74 connection under I-55 would be eliminated.

ADVANTAGES:

- Conventional interchange ramps reduce confusion by aligning with driver expectation.
- Improved merging opportunity for I-55 southbound.
- MO 74 realignment provides a more direct connection.
- Supports heaviest traffic movements.
- 2 phase signals improve operation and reduce delays.
- Reduces wrong-way movements to I-55.
- Similar interchange being used in Center Junction on I-55 at Exit 99.

DISADVANTAGES:

- Requires traffic signals.
- Off-ramp traffic can't re-enter the freeway for motorists who take wrong exit.



ALTERNATE B: Dogbone Interchange

- Western roundabout is 2 lanes to accommodate for heavy traffic flow to I-55 southbound.
- Eastern roundabout is 1 lane to US 61 northbound and 2 lanes for US 61 southbound.
- I-55 northbound to US 61 northbound will bypass the roundabout in a dedicated, free-flow lane.
- MO 74 will be realigned into the western roundabout.
- A 2-lane roundabout at Silver Springs and US 61 will improve safety. Access to current arterial routes will remain.
- The existing MO 74 connection under I-55 would be eliminated.

ADVANTAGES:

- Roundabouts eliminate need for traffic signals and offer safety benefits over traditional intersections.
- Improved merging opportunity for I-55 southbound.
- MO 74 realignment provides a more direct connection.
- Similar to conventional interchange layout.
- Off-ramp traffic can easily re-enter the freeway for motorists that take wrong exit.
- Crashes are less severe at roundabouts than at signalized intersections.

DISADVANTAGES:

- Can take motorists longer to learn how to use roundabouts.



SCAN THE QR CODE NEXT TO EACH ALTERNATE FOR A DETAILED VIEW

Open the camera app and focus the camera on the QR code by gently tapping the code. Then, follow the instructions on the smartphone screen to complete the action.

